

TRAFFIC SIGNAL NOTES

1. THE COMPLETE SIGNAL INSTALLATION SHALL CONFORM TO ALL APPROPRIATE PARTS OF THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING SUBSEQUENT PUBLISHED RULINGS.
2. THE CONTRACTOR SHALL MAINTAIN EXISTING TRAFFIC SIGNALS DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC SIGNAL AND/OR CONTROL SYSTEM ADJUSTMENTS, INCLUDING TEMPORARY SUPPORT POLE LOCATIONS, REQUIRED BY THE PROJECT. AT NO TIME SHALL THE CONTRACTOR CAUSE ANY PART OF THE SIGNAL TO BECOME INOPERABLE.
3. A NOTICE OF INTENT (NOI) IS NOT REQUIRED FOR THIS PROJECT.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL EROSION CONTROL MEASURES AND ENSURE COMPLIANCE WITH ALL STATE AND FEDERAL LAWS AND GUIDELINES. THIS COST SHALL BE CONSIDERED INCIDENTAL AND INCLUDED IN THE OVERALL BID PRICE, AS GOVERNED UNDER SECTION 161.5 OF THE GDOT STANDARD SPECIFICATIONS.
5. THE CONTRACTOR SHALL LOCATE ALL UNDERGROUND AND OVERHEAD UTILITIES IN THE VICINITY OF NEW TRAFFIC SIGNAL POLES PRIOR TO ORDERING. AT THE DISCRETION OF THE ENGINEER, MINOR SHIFTS IN POLE LOCATION (UP TO 5 FEET MAXIMUM) ARE ACCEPTABLE TO AVOID UTILITIES. MINIMUM CLEARANCES FROM THE EDGE OF TRAVEL WAY MUST BE MAINTAINED. PLACEMENT OF SIGNAL HEADS SHALL BE RETAINED AS SHOWN IN THE PLANS.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL NEW GUYS ON EXISTING UTILITY POLES WHEN ATTACHING SPAN WIRE OR INTERCONNECT CABLE TO THE POLES UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
7. FOR POLE AND FOUNDATION REQUIREMENTS, SEE GEORGIA DOT POLE AND FOUNDATION SHEETS. POLE FOUNDATIONS SHALL CONFORM TO STANDARD GDOT CAISSON DETAILS FOR SOIL STRENGTH AT THE SITE. FOUNDATIONS SHOULD BE DESIGNED TO COMPENSATE FOR FILL OR OTHER INFERIOR SOIL CONDITIONS.
8. WHERE NEW CONDUITS ARE ROUTED TO EXISTING PULLBOXES, CONTRACTOR SHALL CARRY SIGNAL AND LOOP LEAD-IN CABLES THROUGH EXISTING PULLBOXES AND EXISTING CONDUITS TO CONTROLLER CABINET.
9. WHEN APPLICABLE THE CONTRACTOR SHALL PROVIDE A NEW RISER, CONDUIT, CONDUCTORS WITH 200 AMP BASE WITH DISCONNECT SWITCH, AND DISCONNECT FOR NEW POWER SERVICE INTO AN EXISTING CONTROLLER CABINET. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE 200 AMP METER BASE WITH DISCONNECT SWITCH FROM THE POWER SERVICE PROVIDER.
10. SHIELDED CABLE SHALL BE USED FOR LOOP DETECTOR HOME RUNS AS SHOWN ON THE DETAIL SHEET. EACH LOOP DETECTOR SHALL HAVE A SEPARATE LEAD-IN TO THE CONTROLLER CABINET.
11. PROPOSED SIGNAL SUPPORT WIRE ATTACHMENT HEIGHTS ARE PROVIDED AS GENERAL GUIDELINES. ACTUAL ATTACHMENT HEIGHTS SHALL BE DETERMINED BY THE CONTRACTOR IN THE FIELD TO PROVIDE REQUIRED SIGNAL HEAD MOUNTING HEIGHTS AND CLEARANCE FROM ADJACENT OVERHEAD UTILITIES.
12. ALL MAST ARMS SHALL BE DESIGNED AND MANUFACTURED FOR FUTURE INSTALLATION OF A LIGHTED STREET NAME SIGN.
13. IF SIGNAL HEADS ARE INSTALLED PRIOR TO THE DAY OF ACTIVATION, EACH SECTION OF EACH SIGNAL HEAD MUST BE COVERED WITH A BLACK BAG WHICH SHALL NOT BE REMOVED UNTIL THE SIGNAL IS READY TO BE FLASHED.
14. THE COST OF GRADING AND DISPOSAL OF WASTE MATERIALS IS INCLUDED IN THE OVERALL BID PRICE.
15. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL EXISTING TRAFFIC SIGNAL EQUIPMENT TO BE ABANDONED, INCLUDING BUT NOT LIMITED TO, AERIAL INTERCONNECT, LOOP LEAD-INS, CONDUITS, RISERS, ETC.
16. THE CONTRACTOR SHALL COORDINATE WITH THE DISTRICT TRAFFIC ENGINEER FOR COMMUNICATION INFORMATION RELATING TO SPLICE CHARTS AND FIBER ASSIGNMENTS.
17. THE CONTRACTOR SHALL CALL 404-624-7131 TO COORDINATE THE INSTALLATION OF THE FIRMWARE FOR THE MODEL 2070 CONTROLLERS IN THIS CONTRACT WITH GDOT TSEF STAFF.
18. INSTALLATION SHALL BE CHECKED AND ACCEPTED BY THE DISTRICT TRAFFIC ENGINEER PRIOR TO FINAL ACCEPTANCE BY THE DEPARTMENT.
19. MATERIAL CERTIFICATION IS REQUIRED PRIOR TO BEGINNING ANY SIGNAL INSTALLATION WORK. THE CONTRACTOR SHALL FOLLOW PROCEDURES OUTLINED IN DOT SPECIFICATIONS.
20. THE INSTALLATIONS SHALL BE CAPABLE OF CLOSED LOOP ISOLATED MONITORING OVER TELEPHONE LINES FROM EXISTING CENTRAL COMPUTERS LOCATED AT BOTH THE LOCAL DOT DISTRICT OFFICE, TRAFFIC ENGINEERING SECTION, AND THE GDOT OFFICE OF TRAFFIC SIGNAL ELECTRICAL FACILITIES, 935 EAST CONFEDERATE AVENUE, BUILDING 5, ATLANTA, GA 30316. CLOSED LOOP SYSTEM DEMONSTRATION IS REQUIRED AT BOTH CENTRAL SITES PRIOR TO FINAL ACCEPTANCE.
21. SAWCUTS AND REMOVAL OF ALL CONCRETE ASSOCIATED WITH CURB CUT RAMPS SHALL BE INCLUDED IN THE SIDEWALK PAY ITEM.
22. DETECTABLE MARKING TAPE LABELED "CITY OF ATLANTA FIBER OPTIC CABLE" SHALL BE SHALL BE INSTALLED ABOVE ALL UNDERGROUND CONDUIT CONTAINING FIBER OPTIC INTERCONNECT CABLE. AN INSULATED TRACING WIRE, GROUNDED ON ONE END, SHALL BE INSTALLED INSIDE THE CONDUIT WITH THE FIBER OPTIC CABLE.
23. VEHICLE HEADS, PEDESTRIAN HEADS & MOUNTING BRACKETS, PEDESTRIAN PUSHBUTTONS SHALL BE ALL BLACK IN COLOR IN ACCORDANCE WITH GDOT STANDARDS AND SPECIFICATIONS. VEHICLE SIGNAL HEADS SHALL HAVE TUNNEL VISORS, EXCEPT FOR OPTICALLY PROGRAMMED SIGNALS, AND SHALL BE MADE OF POLYCARBONATE MATERIAL. VEHICLE SIGNAL HEADS SHALL BE SUPPLIED WITH PIXILATED LED MODULES.
24. LOOP DETECTION EQUIPMENT, TRAFFIC SIGNAL CABINET EQUIPMENT, AND OTHER SIGNAL HARDWARE SHALL BE IN IN ACCORDANCE WITH GDOT STANDARDS AND SPECIFICATIONS.



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